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1. The Coal Harbor of Weichselmunde (Bason Gorniczy) has three installations for handling ore (Erzvorladebruecken) which are fitted with three mobile ore scales with a capacity of 10 tons each. A railroad car-shunting platform for switching the loaded cars from one track to another is north of the ore-handling installations. There are 14 cranes. Eight of them have a lift capacity of 7 tons each, and four a lift capacity of 5 tons each. Four of the eight 7-ton cranes were erected in late 1949. Two other 5-ton cranes are on the eastern quay near the coal elevators. Three coal elevators, each with a capacity of 5,000 tons per 24 hours, are on the eastern quay.
2. The harbor area has an extensive and efficient track system. Switching operations with powerful German locomotives of a war-time model were observed.
3. The quay wall is 2.2 meters above water level. On the east side of the harbor entrance are three installations for tipping railroad cars and ten 7-ton cranes. [redacted] have a double portal, [redacted] three portals for standard-gauge double portal, [redacted] an open side [redacted] each of 7 tons. Next are three loading railroad tracks. On the western side of the harbor are three loading sites which also have a lift capacity of 7 tons. A fourth loading site is under construction of 15 tons capacity each.
4. The New Harbor of Neufahrwasser (Nowy Port) is located on the northern side of the Frigate about 150x50 meters in area. The construction there is a new three-story warehouse on the southern side of the harbor has not yet been completed. It was loaded here in 1948 and 1949. War material for Albania was changed.

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5. The southeastern quay of the harbor of Neufahrwasser, with sheds and railroad tracks, has been rebuilt. This quay is always occupied to capacity by sea-going ships but only six 5-ton cranes are available there. Railroad tracks are being laid on the NE corner of the quay. On the narrow southwestern side the workshop buildings for technical repair work have been reconstructed and are in operation.
6. About 600 meters of the northwestern quay have been repaired. The remainder, as far as the mole, will not be finished until late 1950. Modern transshipment facilities with numerous tracks on either side of the sheds are being erected on the quay. Two of these sheds, large-sized halls abreast the reconditioned quay wall, are already finished.\* \*
7. The sea-going tug Prometaj and the 2,000-ton lighter Omega put in at the Free Harbor of Neufahrwasser to load coal on 21 March 1950. The 2,000-ton lighter Venta put in to load coal on 22 March 1950, and the SS Yalta put in to load coal on 22 March 1950 at 6 p.m. A sea-going Soviet tug with the 2,000-ton lighter Tundra in tow was observed near the sea buoy at noon on 23 March 1950.

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25X1 \* ☐ Comment: Official Polish information gives the length of the eastern, western, and southern quays of the coal harbor as 800, 640, and 125 meters respectively. The depth at the eastern and western quays is nine meters, and at the southern quay, 7½ meters. The loading facilities at the eastern quay include a coal-handling installation with facilities to tip railroad cars, and ten cranes with a total lift capacity of 64 tons. At the western quay there are seven cranes with a total lift capacity of 68 tons.

25X1 \*\* ☐ Comment: ☐ the total length of the quays is 1,400 meters, the southern quay being 640 meters. The depth alongside quays is 10 meters. The loading facilities consist of six cranes with a total lift capacity of 18 tons. The total floor space of the sheds is 17,800 square meters. The main traffic in the free harbor consists of general cargo and basic (Thomas) slag.

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1. Annex: Plan of Danzig Harbor with legend.

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